

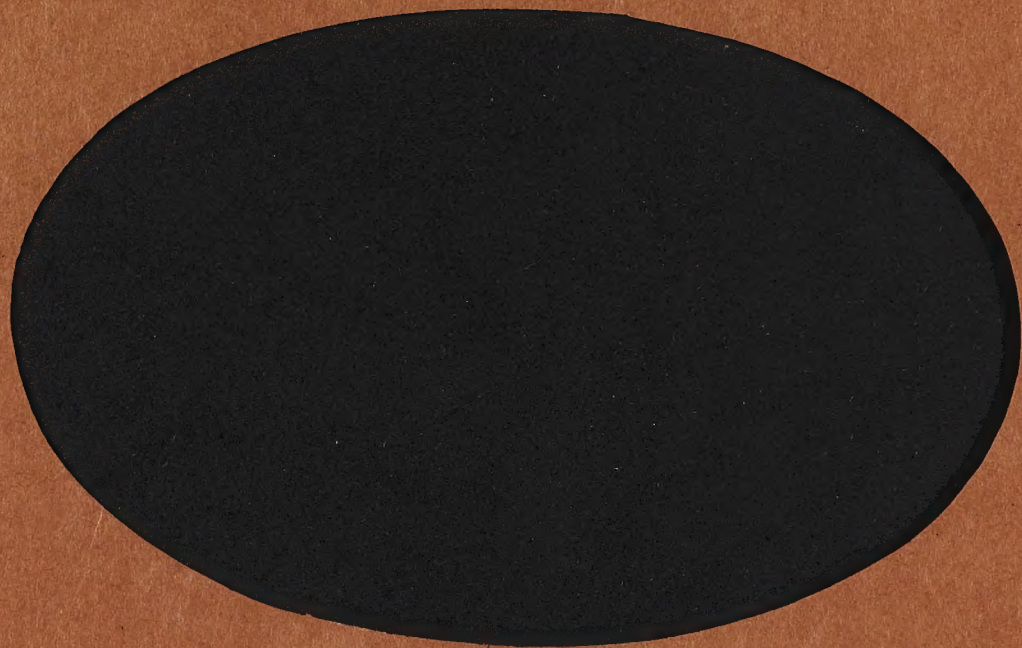
Souvenir Views of

ALASKA HIGHWAY

CANADA



A Dominion Series View Book





The Beginning of a permanent bridge on the Alaska Highway. Hamilton Wright Organization Photo.—12.

THE ALASKA HIGHWAY

By Duncan W. Johnson, Ottawa

THE war has brought many changes, many of them so startling, that it is almost impossible to conceive their magnitude and scope. The building of the Alaska Highway is, perhaps, one of the finest, and most outstanding examples of accomplishment and change of this generations.

By a mutual agreement between Canada and the United States the task of building the Alaska Highway was placed in the hands of the American Army. As if by magic overnight the whole of the great Lone Land situated between Dawson City and Fairbanks, Alaska, became the scene of an activity such as this continent never experienced before.

Men, equipment, supplies, poured in one long ceaseless stream over the Roof of the World into the great primeval wilderness of the Great Lone North Land, to begin the building of the Alaska Highway as a war effort, and a challenge to the cunning Jap, who had himself planned to use this route as a Line of penetration into Southern Canada and the United States. To appreciate the war value of this great undertaking, one has to understand the general topography of Alaska and its sister areas of Canada.

Alaska is really a great thumb—like peninsula thrusting out of the North-Eastern corner of North America towards Soviet Siberia. Two strips of Alaska Territory stretch like narrow fingers South-Eastward and North-Westward. The South-Eastern strip runs down what would otherwise be Canadian Coast to a point about 600 miles from Seattle, Washington, while the South-Eastern extends out into the North Pacific, forming the long narrow Alaska Peninsula, that links up a chain called the Aleution Islands. Altu, the westernmost of these Aleution Islands, is less than 800 miles from Japan's Northern Islands, the Kuriles. This area of the great North Land has been regarded, both by the Russians and the Japs, as penetration points into the heart of the North American, particularly so by Japan, who, for a quarter a century or more, looked with longing eyes, on the vast treasure house of resources possessed by this magic land up at the Top of the World.

The stratagey of war changed overnight this great Lone Land into a hive of indescribable activity, completely changing in the space of a few months the whole outlook of this great area, which both the United States and Canada planned someday would be properly opened up for settlement and development.

And so war, with its miracle like hand forced the hands of the two great friendly nations, Canada and the United States, to speedy action. The great enemy Japan, with her foul designs, must be checkmated and matched. The Northern Route by air was the quickest route to strike the first telling blows; the lone route via Alaska and the Aleutions, was the quickest for actual transport of Army supplies and men. And so overnight it was agreed by the two Governments that the United States Army would be empowered to build a great inland Highway Route from Dawson City to Fairbanks, Alaska, taking full advantage of all the penetration routes hitherto created by both Governments, connecting with the rail and highway routes of Southern Canada and the United States, and opening to the world a Wonder Road of penetration into the great hitherto unknown land of resources and of Scenic Wonders that, to the tourist, will in future years spell glorious holiday periods in a land of romance, scenic beauty and resource, in a land full of stories and the "glamour of one of the greatest gold rushes in the history of the world".

"There's a land where mountains are nameless,
And the rivers all run God knows where.
There are lives that are erring and aimless,
And death that hangs just by a hair;
There are hardships that nobody reckons,
There are valleys, unpeopled and still,
There's a land, Oh, it beckons and beckons
And I want to go back and I will."

This expresses Robert Service's idea of the great land at The Roof of the World. In the past this verse has been read by tens of thousands with the thought—"Wouldn't I love to go there?", but it was only a thought—a heart's desire expressed that seemed so remotely impossible of satisfaction that it was dismissed as one of the things impossible.

To-day the new Alaska Highway has changed the situation regarding penetration into this Northern Land, and many a tourist will, in the future, find that the lure of the North will act on them the same as it has on the thousands who have penetrated into Yukon and Alaska, for this land weaves a spell around you, for, "It beckons and beckons, and beckons" once you have partaken of her bounties

Alaska and the Canadian Yukon have long range importance for peacetime, and as the years unfold great things will happen there. They are rich frontier territories undeveloped and thinly settled as yet: Here a thousand Switzerlands await the Tourist, the Scenic lover, the Sportsman and holiday explorer.

A fact worthy of note is the fact in South Eastern Alaska, the panhandle stretching down the Pacific the average temperature in January is about the same as that of Centrai Maryland, Southern Illinois and Southern Kansas. The Japanese Current acts upon this area the same as the Gulf Stream does in the North Atlantic.

Here we find the world's greatest fishing grounds, a wealth of fur bearing animals of many types, and mineral resources of many varied types. In fact this magic land at The Top of the World has all the resources necessary to make her one of the most prosperous areas in the North American Continent, and this applies to the Yukon as well as Alaska itself, both of which territories are the beneficiaries of the Alaska Highway. In addition there is practically every known commercial metal to be found there, as well as a great untapped reservoir of forest wealth and oil resource.

The Highway begins at Dawson Creek, British Columbia and runs Northwest to Whitehorse in the Yukon Territory, and from there runs to Boundary where it crosses into Alaska, terminating at Fairbanks, Alaska. This road is 1,681 miles long, and was built by 10,000 American Soldiers and 2,000 civilians at a rate of 8 miles a day. In its construction 200 bridges had to be built; one bridge over the Peace River, which the American Government gave as a gift outright to Canada, costing \$1,500,000. 1,200 miles of this road lies within Canada, and at the conclusion of the war will be handed over to Canada by the United States Government as her possession, having been built entirely at the expense of the United States.

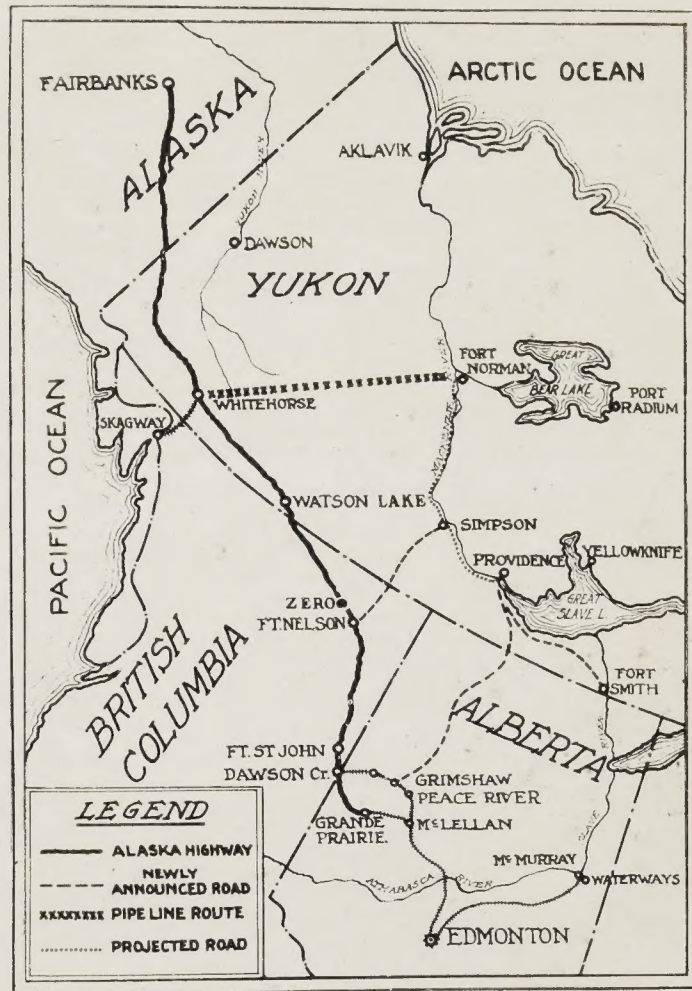
The Tourist or traveller journeying over this road from Whitehorse towards Dawson Creek will revive in memory episodes of the Dawson Trail, for this Road is a glamorous road teeming with the stories of red-blooded men, who fought their way over the Chilcort Pass into the land of the Klondyke, there to make their fortunes, or perish, or live to become, and many have, good citizens of the Land at the Roof of the World, holding dear and loving forever the land for which they gave so much.

John Burrough's, the famous naturalist and explorer, thus describes the lands of the Alaska Highway:

"Here are scenes such as artists try in vain to paint, and travellers to describe, towering snow-cloud peaks far ahead of us rearing behind dark blue and purple ranges, fold on fold, and all aflame with the setting sun. The solid earth becomes spiritual and transcendent."

Beloved John Muir, another scientist and naturalist, passed over this well-beloved area also. Here on every hand he saw and wrote of the great eternal design's of the Great Master which here he found displayed in so many moods. His was the love for the mountain heights and snow-kissed and cloud-tipped peaks where as he writes he saw God; the Great Teacher. He describes the magic witchery of an Alaskan or Yukon Sunrise where he saw daylight creep down the sides of the mountains, changing at every moment, now a glowing crimson crowning the peak above, then a gleaming streak of light coming down the mountain to man, lighting in its soft and mellow light the dark recesses of the mountain side at the Command of the Master of Light, revealing here a gem of beauty, there a stupendous cliff gleaming in the crimson glory like a living burning thing, and then he relates :—"Day was born, and in its birth all the glory of sky, and mountain height, and glittering lakes and sylvan pools and cloud kissed and snow tipped mountain peak was revealed, and he, John Muir, in reverence cried aloud:—"God is love and we have met God this morning!" And to all those who in the years to come, journey over the Alaska Highway will come immemorable experiences, such as this true experience of one who passed that way long ago.

Words fail to describe the Lands of the Alaska Highway, pen cannot, and so, to you we bring this Souvenir Book, with its wealth of scenic pictures, inspired by the thought that in scanning same, you may collect something of the glamour and romance and the thrill of this newly opened territory, the great wonderland at the Roof of the World, first penetrated by the trapper, the explorer, the prospector, the adventurer and the settler, who made the penetration into the wilds and found there a land worthy to be called Home.



Alaska Highway showing the valley filled to reduce the grade. Hamilton Wright Organization N.Y. Photo 16.



Road Sign just outside Edmonton indicating the start of the Alaska Highway on Route 2. Hamilton Wright Organization Photo.—14.



The Alaska Highway an achievement through the Co-operation of Canada and the United States.



Aerial photo showing the country as seen along the Alaska Highway. W.I.B. Photo 5. Passed by Censor.



Typical Terrain in the northern section of the Alaska Highway. Hamilton Wright Organization N.Y. Photo. 15



Trout River Valley, B.C. on the Alaska Highway.—20



"Charlie" MacDonald Pioneer along the Highway



Trapped Lynx at mile "67".



Gigantic Scenery on the Alaska Highway. W.I.B. Photo 8. Passed by Censor.



A Supply base along the Alaska Highway. | Hamilton Wright Organization Photo.—18.



Photo 1 - Ranch, W. B. Photo 2 - Passed by Car, W. B.



Alaska Highway crossing Sikanni Chief River



Magnificent mountain scenery along the Alaska Highway. W.I.B. Photo 3. Passed by Censor.



Toad River Valley west of Fort Nelson, B.C. on the Alaska Highway



Through Canada's Wilderness on the Alaska Highway



On the Alaska Highway. W.I.B. Photo 4. Passed by Censor.



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